
Transportation and Communications Committee
of the
Southern California Association of Governments
June 7, 2007

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the Lake Arrowhead Resort, Lake Arrowhead, California. The meeting was called to order by the Honorable Harry Baldwin, Chair. There was a quorum.

Members Present

Baldwin, Harry- Chair	San Gabriel
Beauman, John	Brea
Burke, Yvonne	Los Angeles County
Carroll, Stan	La Habra Heights
Dale, Lawrence	Barstow
Edgar, Troy	Los Alamitos
Flickinger, Bonnie	Moreno Valley
Glabb, Paul	City of Laguna Niguel
Hack, Bert	Laguna Woods
Herrera, Carol	Diamond Bar
Lowe, Robin	Hemet/ RCTC
Messina, Barbara	Alhambra
Millhouse, Keith	Moorpark
Mills, Leroy	Cypress
Ovitt, Gary	San Bernardino County
Quirk, Sharon	Fullerton
Wapner, Alan	Ontario

Members Not Present

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	Manhattan Beach
Becerra, Glen	Simi Valley
Bone, Lou	Tustin
Brown, Art	Buena Park
Buckley, Thomas	Lake Elsinore
Chlebnik, John	Orange County
Daniels, Gene	Paramount
DeLara, Juan	Coachella
Dixon, Richard	Lake Forest
Dunlap, Judy	Inglewood
Gabelich, Rae	Long Beach

Garcia, Lee Ann
Gurule, Frank
Hernandez, Robert
Lowenthal, Bonnie – **Vice Chair**
O'Connor, Pam
Parks, Bernard
Pettis, Gregory
Roberts, Ron
Rutherford, Mark
Smith, Greig
Spence, David
Stone, Jeffrey
Sykes, Tom

Grand Terrace
Cudahy
Anaheim
Long Beach
Santa Monica
Los Angeles
Cathedral City
Temecula
Westlake Village
Los Angeles
Arroyo Verdugo COG
Riverside County
Walnut

New Member

Ayala, Luis
Carroll, Stan
Edgar, Troy
Gross, Carol
Hack, Bert
Martinez, Sharon
McLean, Marsha
Mills, Leroy
Waroneck, Mark

Alhambra
La Habra Heights
Los Alamitos
Culver City
Laguna Woods
Monterey Park
Santa Clarita
Cypress
Lomita

Voting Members, Not Elected Official

James McCarthy, Caltrans
Mark Nuaimi, SANBAG Subregion

1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Honorable Harry Baldwin, Chair, called the meeting to order at 10:34 a.m.

2.0 ELECTION OF CHAIR AND VICE CHAIR

MOTION (Hon. Lawrence Dale) was made to elect the Hon. Alan Wapner, Ontario, as Chair of the TCC. Motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

MOTION (Hon. Lawrence Dale) was made to elect the Hon. Mike Ten, South Pasadena, as Vice Chair of the TCC. Motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

3.0 PUBLIC COMMENT PERIOD

There were no public comments.

4.0 REVIEW and PRIORITIZE

5.0 CONSENT CALENDAR

5.1 Approval Item

5.1.1 April 5, 2007 Minutes

5.1 Receive and File

5.2.1 2007 State and Federal Legislation Matrix

5.2.2 SB 375 (Steinberg)

5.2.3 I-710 EIR/EIS Funding Agreement

A **MOTION** was made to **APPROVE** the Consent Calendar.
The motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

6.0 ACTION ITEMS

6.1 Final 2004 RTP Amendment No. 3 and 2006 RTIP Amendment No. 8 (Resolution No. 07-488-1)

Naresh Amatya, SCAG, briefed the Committee on the Final 2004 RTP Amendment No. 3 and 2006 RTIP Amendment No. 8. The primary purpose of the amendment is to accommodate the CMIA corridor project. In addition to the CMIA changes there were a number of projects that were time sensitive and needed to be reflected correctly in the RTP and RTIP. The final report includes descriptions of the projects being changed in terms of scope, cost, or delivery schedule. Staff has also conducted the fiscal conformity work as well as EIR addendum associated with the amendment. The conformity work and the EIR addendum portions are currently being approved by EEC.

In terms of consultation, the draft of RTP and RTIP amendments were released on May 3, 2007 for public review and comments. The period closed on June 4 and there was a public hearing on May 21; no comments were made. Staff recommends the adoption of the resolution that would approve both amendments.

A **MOTION** was made to recommend the TCC approve Resolution #07-488-1 approving the Final Amendment No. 3 to the 2004 RTP and Final Amendment No. 8 to the 2006 RTP. The motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

7.0 AVIATION TASK FORCE REPORT

Hon. Alan Wapner, Chair of the ATF, reported that the recommended revisions to SCAG's response to the SCRAA new policies. He also announced that the next SCRAA has been postponed to July 12.

8.0 GOODS MOVEMENT TASK FORCE REPORT

No report.

9.0 MAGLEV TASK FORCE REPORT

Hon. Alan Wapner announced that SCAG is working along with the California High Speed Rail Authority to coordinate the Maglev route. The JPA between the cities of L.A., Ontario, and West Covina is almost ready for approval. The committee will be dark in June and July, the next Maglev Task Force meeting will be held August 9. Some Maglev Task Force members will be attending the 15th annual International Air-Rail Best Practices Conference on June 14 and 15. Aztec Engineering and Frank Shrkow continue working on the West L.A. Inter-Modal Station study to be completed by June 30. Cambridge is still working on the Maglev High Speed Rail Initial Operating Segmental Turn-Based Analysis.

10.0 INFORMATION ITEMS

10.1 High-Speed Ground Transportation Business Case

David Chow, IBI Group, updated the committee on the High-Speed Ground Transportation Business Plan. Southern California has three major transportation issues: regional mobility, aviation demand, and goods movement. The high speed regional transport system is to help with each of these challenges. It is a fully elevated system built over existing rights of way, it is high speed, and environmentally friendly. The system will be quite extensive, around 170 miles connecting airports and inland ports. The system must be financially self sustaining. SCAG would like the industry to respond back to the needs of the region during the development of the HSRT system. The system must have the ability to link the region together and it must be environmentally friendly. The system should have three parts: a passenger system, a cargo system, and the ability to move the containers that the ports handle on a regular basis.

One of the things SCAG is already very much focused on is that with the HSRT System, it is not necessarily focusing in on the technology. What the region would like to do instead is to look at the performance specifications that are needed. Staff would like the industry to respond back to the needs of the region during the development of the HSRT system. The system should have the ability to link the region together so that it is not serving one purpose but addressing the three issues that were noted before. The system that Staff has in mind has three components: a passenger system, a cargo system which is really more air cargo when you start to link the airports together, and the ability to move the containers that the ports handle on a regular basis. By doing so; the region will gain additional value on all the money being spent on infrastructure.

The business case that SCAG is bringing forward is looking at the revenues that each business will generate. The revenues generated by the passenger service, commuter fares, station parking, and station concession will be used to pay for transporting people. The aviation system charges fares for getting people to get to the airports and connect between airports. There is also an opportunity for the airports to participate in this project. Rather than having to spend a few billion dollars improving LAX they could spend less than that improving Ontario Airport and having the same amount of capacity as LAX. On the goods movement side,

Staff has looked at the business perspective, which is how much can be charged for moving containers on the system similar to what containers trucks are moving from the ports to the inland facilities. There is an also significant opportunity to reduce the cost of the environmental mitigations that we have to pay for if the ports are going to expand to accommodate growth in the future. There is a fourth component which is not really looked at, which is that when you have a regional system like this in place and able to access far reaching areas like San Bernardino and North L.A. County, value in that land has been created.

If the region is willing to move forward on the system, an investment grade analysis will have to be done so it can prove to the financial houses that this is going to be a financially self-sustaining process.

The 170 mile system will cost \$35 billion to build. The average fare charged to pay for the passenger system is around \$18.92. The charge to move per container to Palmdale is \$264 at a 5% rate of return up to \$366 per container, San Bernardino up to \$234/\$325; this maps very closely to what truckers would charge.

The system is needed to resolve the region's problems that must be handled strategically. The system has the potential to be financially viable. The HSRT system is viable because of the multiple businesses that are on the system, connecting people with passenger service, the aviation system, and goods movement system. Because of its size, the system will have to be implemented in stages.

10.2 2007/2008 RTP Baseline Revenue Forecast

Annie Nam, SCAG, provided a brief overview of the financial forecasting work that has been done in preparation for the 2007 RTP. For the past several months, SCAG has been developing a revenue forecast model comprising of a number of primary revenue sources. The categories include local, state, and federal sources. For each category a forecast was made at the county level from the current year to year 2035. SCAG worked with the County Transportation Commissions to build on their forecast as available. Data was filled in where needed. SCAG's forecast was then compared to the county forecast in order to modify their forecast as needed. SCAG relied on a number of sources for historical data to help modify forecasts. The Gross Domestic Product deflator was used to take inflation into account. The current inflation rate used is about 3.8%. Other critical assumptions focus on the Federal Highway Trust Fund. The assumption of the Federal Highway Trust Fund was a 0% growth. Fuel consumption growth forecast was also assumed at 0% growth. The final forecast is \$212 billion in revenue for the 2007 RTP. The forecast in nominal dollars is \$413 billion in revenue. The following information is in 2005 dollars. The largest part of revenue is generated by local sources which is 70% or \$147 billion followed by state sources at 19% or \$41 billion and followed by federal sources at 11% or \$24 billion. Los Angeles County generated nearly 60% of the total regional revenues followed by Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. A comparison was made against the 2004 RTP revenue forecast and the result was little change in

County revenue shares. 50% of the local revenue was generated by local sales tax measures. State sources are comprised by 20% of state gasoline sales tax. The FTA formula dollars were the largest share of Federal revenue.

11.0 CHAIR REPORT

Chair Baldwin announced that because of the Fourth of July holiday the next meeting of the TCC will be held July 12.

12.0 STAFF REPORT

Hasan Ikhrata, SCAG, presented the Committee with a 2007 AQMP Update. Mr. Ikhrata stated that the committee acted on the SCAG submittal of the South Coast Air Quality Management Plan. The committee acted to submit Appendix-4C to the South Coast Air Quality Air District to be included in the South Coast Air Quality Management Plan. The appendix included very expensive transportation measures, specifically high speed freight, and truck lanes from the port to inland port facilities and beyond. The measures are expected to give 22 tons, a cost of about \$40 billion and to be completed by 2014. Since then issues about the financing and risk of missing the completion deadline have come up. If the deadline is not met the transportation community is responsible for the 22 tons and will have to come up with money to implement measurements equivalent to these. There was a letter from the Air Resources board that says it will delay the action on the South Coast AQMP until October instead of June. This allows 3 to 4 months to work with the county transportation commissions and to work with the Air Resources Board and South Coast AQMD to ensure that the measures that are presented minimizes the risk to the transportation community.

There will be an official full 46 meeting with the C.E.O.s of the Commission and the Chairman of the Board of the Commission. There will be multiple meetings between now and October to finalize the submittal to South Coast AQMD. Any measures being submitted must be conditioned on Air Resources Board back-stopping it to take the risk from the transportation community. The measures that were submitted do not compete with traditional transportation funding. The current goal is to try to submit something that will get the 22 ton emission reduction by 2014. This will be the subject of discussion between SCAG, the Commission staff, South Coast AQMD staff, and the Air Resources Board between now and September. SCAG and the Air Resources Board needs to submit a State Implementation Plan that meets the attainment strategy. There are technical disagreements about meeting attainment strategy requirements which can cause problems. Not having an attained SIP is dangerous for the transportation community because of lack of emission budgets and not being able to show conformity which is a bigger problem than not submitting anything. Consultation with the Commission has started and will be continued.

13.0 FUTURE AGENDA ITEMS

No items.

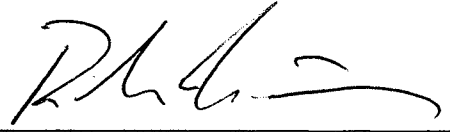
14.0 ANNOUNCEMENTS

No announcements.

14.0 ADJOURNMENT

The Honorable Harry Baldwin adjourned the meeting at 11:34 a.m.

The next committee meeting will be held on **Thursday, July 12, 2007 at the SCAG office in downtown Los Angeles.**

A handwritten signature in black ink, appearing to read 'Rich Macias', written over a horizontal line.

Rich Macias, Manager
Transportation Planning Division

Transportation and Communications Committee Attendance Report

2007

Member (including Ex-Officio) LastName, FirstName	Representing	X = County Represented						X = Attended				= No Meeting NM = New Member							
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Adams, Steve	Riverside, WRCOG				X			X											
Aldinger, Jim	Manhattan Beach		X					X		X	X								
Ayala, Luis	Alhambra		X								NM								
Baldwin, Harry	San Gabriel		X					X	X		X		X						
Beauman, John*	Brea			X				X	X	X	X		X						
Becerra, Glen*	Simi Valley		X								X								
Bone, Lou*	Tustin			X				X	X	X	X								
Brown, Art*	OCTA			X				X											
Buckley, Thomas*	Lake Elsinore				X														
Burke, Yvonne*	Los Angeles County		X					X	X		X		X						
Carroll, Stan	La Habra Heights		X								NM		X						
Chlebnik, John	WRCOG				X				X	X									
Dale, Lawrence*	Barstow					X		X	X	X	X		X						
Daniels, Gene*	Paramount		X					X		X	X								
DeLara, Juan	Coachella				X														
Dixon, Richard*	Lake Forest			X				X			X								
Dunlap, Judy*	Inglewood		X						X		X								
Edgar, Troy*	Los Alamitos		X								NM		X						
Flickinger, Bonnie*	Moreno Valley				X			X	X	X	X		X						
Gabelich, Rae*	Long Beach		X					X	X		X								
Garcia, Lee Ann*	Grand Terrace				X			X	X	X									
Glaab, Paul*	Laguna Niguel			X									X						
Gross, Carol	Culver City		X								NM								
Gurule, Frank*	Cudahy		X								X								
Hack, Bert	Laguna Woods			X							NM								
Hernandez, Robert	Anaheim			X				X	X		X		X						
Lowe, Robin*	Hemet/RCTC					X		X	X		X		X						
Lowenthal, Bonnie - V-Chair*	Long Beach		X					X	X										
Martinez, Sharon	Monterey Park		X								NM								
Masiel, Andrew*	Pechanga Band of Luiseno Mission Indians				X					X									
McLean, Marsha	Santa Clarita		X								NM								
Messina, Barbara*	Alhambra		X						X	X	X		X						
Millhouse, Keith*	Moorpark						X	X			X		X						
Mills, Leroy	Cypress			X							NM		X						
O'Connor, Pam*	Santa Monica		X							X									

		X = County Represented						X = Attended				= No Meeting NM = New Member								
Member (including Ex-Officio) LastName, FirstName	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Ovitt, Gary*	San Bernardino County					X			X		NM		X							
Parks, Bernard*	Los Angeles		X					X		X	X									
Pettis, Gregory*	Cathedral City				X			X	X	X	X									
Quirk, Sharon	Fullerton		X								NM			X						
Roberts, Ron*	Temecula				X			X	X		X									
Rutherford, Mark*	Westlake Village		X						X											
Smith, Greig*	Los Angeles		X					X	X	X										
Spence, David	Arroyo Verdugo COG		X					X	X	X	X									
Stone, Jeffrey*	County of Riverside				X			X	X		X									
Sykes, Tom*	Walnut		X					X	X	X	X									
Ten, Mike	South Pasadena		X											NM						
Wapner, Alan*	Ontario					X			X	X	X			X						
Waroneck, Mark	Lomita		X								NM									
	Totals	0	26	8	10	4	1													